

SAN FRANCISCO PUBLIC UTILITIES COMMISSION

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BUREAU OF PUBLIC SERVICE—An informational department of the PUC concerned with public and employee relations, the recommendations of customer and community groups and reporting to the public on operational and physical aspects of the city's public utilities, namely, the Municipal Railway; San Francisco International Airport. Water Department; Hetch Hetchy Water Supply and Power; Utilities Engineering, and Bureau of Light, Heat and Power.

CITY HALL OFFICE

Rm. 287, City Hall
HEmlock 1-2121

AIRPORT OFFICE

International Airport
PLaza 6-0500

RAILWAY OFFICE

949 Presidio Ave.
FIlmore 6-5656

MEMORANDUM

October 3, 1957


The enclosed provides a reference source on all utilities bond issues submitted to the voters since 1900.

VIRGIL L. ELLIOTT
Director
Bureau of Public Service

DOCUMENTS DEPT.

OCT 15 1957

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UTILITIES BOND ISSUES SUBMITTED TO VOTERS JANUARY, 1900 TO JULY, 1957CITY AND COUNTY OF SAN FRANCISCO

<u>DATE</u>	<u>PURPOSE</u>	<u>AMOUNT</u>	<u>YRS</u>	<u>NO</u>	
	<u>Hetch Hetchy Project</u>				
Nov. 12, 1908	Lake Eleanor and Hetch Hetchy, authorization to purchase adjacent rights and claims	600,000	34572	5647	C
Nov. 12, 1908	Lake Eleanor and Tuolumne Watershed, authorization to acquire	- - -	34950	5100	C
Jan. 14, 1910	Lake Eleanor and Tuolumne Waters, acquisition and construction	45,000,000	32006	1000	C
Dec. 19, 1913	RAKER ACT PASSED				
Oct. 7, 1924	Foothill-Coast Range Aqueducts, tunnels, etc.	10,000,000	68549	5061	C
Nov. 8, 1927	Transmission Lines - Extension from Newark, including right-of-way and step-down terminal substation	2,000,000	57607	55940	D
May 1, 1928	Coast Range tunnels, San Joaquin pipe lines, etc.	24,000,000	94358	11081	C
Nov. 6, 1928	Revenue Bonds (no limit) - Charter Amendment, acquisition, construction or extension of any of the Utilities	- - -	26076	103495	D
Aug. 26, 1930	Acquisition of Pacific Gas & Electric System	44,600,000	25900	6360	D
Aug. 26, 1930	Acquisition of Great Western Power System	16,945,000	25156	63337	D
Aug. 26, 1930	Transmission Lines - Extension from Newark, raise voltage of P.G. & E. substation in Visitation Valley, regulate voltage, correct power factor, stabilize lines, install synchronous condenser equipment, make connections, build & equip substation	3,525,000	25788	63372	D

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<u>DATE</u>	<u>PURPOSE</u>	<u>AMOUNT</u>	<u>YES</u>	<u>NO</u>	
<u>Hetch Hetchy Project (Cont.)</u>					
Aug. 26, 1930	Providing funds for construction of Red Mountain Bar Power Plant, including necessary lands and equipment	1,045,000	26001	61473	D
Jan. 8, 1932	NEW CITY CHARTER PUBLIC UTILITIES COMMISSION MANAGES HETCH HETCHY, WATER DEPARTMENT, AIRPORT, BUREAU OF LIGHT, HEAT & POWER, AND MUNICIPAL RAILWAY				
May 3, 1932	Completion - Aqueduct Tunnels, pipelines, etc.	6,500,000	120691	9975	C
Nov. 7, 1933	Water Distribution 2nd Bay Crossing Pipe line \$4,700,000 Crystal Springs Pipe (See Water Department) line \$2,560,000 Distribution System Reservoirs \$2,470,000 Extensions & betterments to Distribution System \$2,365,000	12,095,000	105279	42876	C
Nov. 7, 1933	Enlargement of O'Shaughnessy Dam	3,500,000	102548	45057	D
Nov. 7, 1933	Red Mountain Bar Power Plant, extension of transmission lines from Newark and building of electric power distribution system in San Francisco	6,303,000	71746	73010	D
May 2, 1935	Revenue Bonds (no limit) - Charter Amendment, acquisition, construction or extension of any of the Utilities	- - -	50064	72720	D
Mar. 9, 1937	Plan 7 Revenue Bonds - Charter Amendment, electric generation & distribution system	50,000,000	65762	72101	D
May 19, 1939	Plan 8 Revenue Bonds - Charter Amendment, generation and distribution of hydro-electric power (S.F. Distribution System of F.G. & E.-Construction Power plant-Red Mountain Bar)	55,000,000	50223	120118	D

<u>DATE</u>	<u>PURPOSE</u>	<u>AMOUNT</u>	<u>YES</u>	<u>NO</u>	
	<u>Hetch Hetchy Project (Concl.)</u>				
Nov. 4, 1941	Plan 9 Power Bond	66,500,000	67214	114179	D
Nov. 4, 1947	Pipe Line 3 & 4 across San Joaquin Valley around end of bay from Irvington Portal to Crystal Springs Reservoirs Additional pipe lines from Peninsula Reservoirs	(See Water Department) 25,000,000	173486	50605	C
Nov. 5, 1949	Cherry Valley Dam (Govt. pledged \$9,000,000)	4,000,000	183131	59617	C
Nov. 8, 1955	Hetch Hetchy Power Bonds Powerhouse (Canyon) \$23,710,000 Powerhouse (Cherry River) \$29,470,000	54,000,000	184375	95231	C

UTILITIES BOND ISSUES SUBMITTED TO VOTERS JANUARY, 1900 TO JULY, 1957

CITY AND COUNTY OF SAN FRANCISCO

<u>DATE</u>	<u>PURPOSE</u>	<u>AMOUNT</u>	<u>YES</u>	<u>NO</u>
	<u>San Francisco Water Department</u>			
Nov. 12, 1903	County Line Water System No Bonds (authorization to purchase) 40,000		33897	5955 C
Jan. 14, 1910	Spring Valley Purchase 35,000,000		22068	11729 D
Apr. 20, 1915	Spring Valley Purchase 34,500,000		30951	33455 D
Mar. 8, 1921	Spring Valley Purchase 38,000,000		43073	30078 D
June 14, 1927	Spring Valley Purchase 40,000,000		41463	28611 D
May 1, 1928	Spring Valley Purchase 41,000,000		32490	21175 C
Mar. 3, 1930	Spring Valley Water System taken over by City			
Jan. 8, 1932	NEW CITY CHARTER PUBLIC UTILITIES COMMISSION JURISDICTION OVER WATER DEPT.			
Nov. 6, 1932	Revenue Bonds, notes, and/or etc., Limit \$5,000,000, Water Dept. Limit Extensions to System 5,000,000		66532	29420 D
Nov. 7, 1933	Water Distribution 2nd Bay Crossing Pipe line 14,700,000 Crystal Springs Pipe line 12,560,000 Distribution System Reservoirs 2,470,000 (See Hetch Hetchy) Extensions & betterments to Distribution System 12,365,000	12,095,000	105279	42873 C
Oct. 24, 1934	FIRST HETCH HETCHY WATER INTO CRYSTAL SPRINGS			
June 9, 1942	Waterworks System Lake Merced Pump 1,250,000		115479	21071 C
Nov. 4, 1947	Pipe Line 3 & 4 across San Joaquin Valley around end of Bay from Irvington Portal to (See Hetch Hetchy) Crystal Springs Reservoirs Additional pipe lines from Peninsula Reservoirs 25,000,000		173436	50605 C

UTILITIES BOND ISSUES SUBMITTED TO VOTERS JANUARY, 1930 TO JULY, 1957

CITY AND COUNTY OF SAN FRANCISCO

<u>DATE</u>	<u>PURPOSE</u>	<u>AMOUNT</u>	<u>YES</u>	<u>NO</u>
	<u>San Francisco International Airport</u>			
1926	SAN FRANCISCO AIRPORT AUTHORIZED			
1927	ADMINISTRATION BLDG. & HANGAR #1 CONSTRUCTION			
Nov. 6, 1928	Airport Improvements	1,700,000	75993	52954 F
Nov. 4, 1930	Airport Improvements	4,000,000	30270	55991 D
June 30, 1932	AIRPORT COMMITTEE BOARD OF SUPERVISORS GIVEN CONTROL OF AIRPORT			
Jan. 8, 1932	NEW CITY CHARTER PUBLIC UTILITIES COMMISSION JURISDICTION OF AIRPORT			
June 13, 1933	720 ACRES OF THE SWOLES NORTH OF YERBA BUENA ISLAND CEDED TO CITY FOR AIRPORT PURPOSES			
Nov. 7, 1933	Increase landing area (easterly & westerly) - easterly into tide flats; 38 acres reclaimed land projecting 1400 ft. onto tide flats Field extension surrounded on Bay side by levee, surfacing, drainage and lighting. (Financing through Federal Emergency Administration of Public Works (FEA) will provide 30% of cost of labor and materials). Airport Improvements - Administration Bldg.	260,000	106339	40377 C
May 30, 1937	New Administration Bldg. completed (\$160,000)			
Nov. 2, 1937	Airport Improvements Land Plane Port Sea Plane Base Improvements to Administration Bldg. Road to Coast Guard Station Rotating Beacon	2,850,000	108573	46633 C
Nov. 6, 1945	Airport Modernization Building Expansion - Reclaim tidelands	20,000,000	147973	29379 C
Nov. 2, 1948	Airport Completion - Runways, taxiways, drainage utilities	8,600,000	172965	114036 D

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<u>DATE</u>	<u>PURPOSE</u>	<u>AMOUNT</u>	<u>YES</u>	<u>NO</u>
	<u>San Francisco International Airport (Cont.)</u>			
Nov. 3, 1949	New Passenger Terminal San Francisco International Airport (\$6,754,000) & related facilities	10,000,000	170192	65843 C
Nov. 6, 1956	Structural & Field Work Taxiways, Field Lighting Jet Runways extension	25,000,000	220433	53326 C

UTILITIES BOND ISSUES SUBMITTED TO VOTERS JANUARY, 1900 TO JULY, 1957

CITY AND COUNTY OF SAN FRANCISCO

<u>DATE</u>	<u>PURPOSE</u>	<u>AMOUNT</u>	<u>YES</u>	<u>NO</u>
<u>Municipal Railway of San Francisco</u>				
Dec. 2, 1902	Geary Street Line acquisition and reconstruction	700,000	15071	11331 D
Oct. 8, 1903	Geary Street Line acquisition and reconstruction	710,000	14351	10490 F
June 1906	Budget appropriation \$325,000, Geary Street Railway Rehabilitate streets & buildings destroyed by fire and earthquake (April 18-22, 1906)			
June 1907	Budget appropriation \$720,000 Geary Street Railway declared invalid by courts.			
June 24, 1909	Geary Street Line acquisition & reconstruction	1,950,000	14404	7805 D
Dec. 30, 1909	Geary Street Line acquisition & reconstruction	1,900,000	31151	11704 C
Dec. 30, 1909	Market Street, Geary to East	120,000	30869	11613 C
Dec. 28, 1912	START OF OPERATIONS MUNICIPAL RAILWAY			
Aug. 26, 1913	Extensions, Market, Van Ness, Church, Potrero, Marina District	3,500,000	51452	13702 C
Nov. 3, 1925	Purchase of Market Street System	36,000,000	12435	87315 I
June. 14, 1927	Extensions - Municipal Railway	4,700,000	44412	25791 L
Nov. 8, 1927	Extensions - Muni	4,600,000	68484	49965 L
Jan. 8, 1932	NEW CITY CHARTER MUNICIPAL RAILWAY UNDER JURISDICTION OF PUBLIC UTILITIES COMMISSION			

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Municipal Railway

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<u>DATE</u>	<u>PURPOSE</u>	<u>AMOUNT</u>	<u>YES</u>	<u>NO</u>
Nov. 7, 1933	Extensions - Municipal Railway Taraval Street & 46th Avenue	63,000	76438	68330 D
Nov. 2, 1937	Rapid Transit - Payable out of income (Subway construction) Bus Lines, Rapid Transit System	49,250,000	68834	95246 L
Sept. 27, 1938	Market Street Railway purchase (\$12,500,000) and rehabilitation of properties	24,430,000	52660	93979 D
Nov. 8, 1938	Market Street Railway purchase (Declaration of Policy)	5,000,000	49932	128320 D
Nov. 8, 1938	Passenger Bus Purchase (Declaration of Policy) City to issue \$9,000,000 bonds for passenger buses and facilities therefor to be used with property of Market Street Railway if acquired or as adjunct of Municipal Railway	9,000,000	49948	128466 L
Nov. 3, 1942	Acquisition of properties of Market Street Railway financed by issue of Revenue Bonds	7,950,000	96003	102061 F
Apr. 20, 1943	Purchase of Operative Properties of Market Street Railway	7,950,000	53619	88413 D
May 16, 1944	Purchase of Market Street Railway (\$2,000,000 in cash - \$5,500,000 from earnings of acquired properties)	7,500,000	106621	84078 C
Sept. 29, 1944	MUNICIPAL RAILWAY AND MARKET STREET RAILWAY MERGED - 5 a.m.			

(more)

<u>DATE</u>	<u>PURPOSE</u>	<u>AMOUNT</u>	<u>YPS</u>	<u>NC</u>
	<u>Municipal Railway of San Francisco (Cont.)</u>			
Nov. 4, 1947	Railway Modernization of existing equipment, reconstruct tracks, shops, garages & electrical system	20,000,000	191047	53751 C
Nov. 4, 1947	Payment Market Street Railway - remaining debt	2,200,000	173812	57486 C
Nov. 4, 1947	CHARTER AMENDMENT MAKING IT MANDATORY TO KEEP PRESENT & EXISTING CABLE CAR SYSTEM		163464	51107 C
Nov. 4, 1947	Street reconstruction, traffic signals, track removal	22,850,000	131599	49892 C
Nov. 4, 1947	Parking Facility Bonds	5,000,000	162021	66950 C
Nov. 4, 1947	CHARTER AMENDMENT ALLOWING PAYMENT OF DEBT TO MARKET STREET RAILWAY CO. OUT OF PROCEEDS OF THE \$2,200,000 BOND ISSUE		163311	56576 C
June 1, 1948	California Street Cable Co. purchase	200,000	131632	92 65 I
Nov. 8, 1949	Purchase of California Street Cable Railway (not more than)	150,000	115551	105044 C
Nov. 19, 1951	Agreement price of California Street Cable Company (\$138,785.57)			
Jan. 13, 1952	MUNICIPAL RAILWAY OPERATES CALIFORNIA STREET CABLE SYSTEM			
Nov. 4, 1952	Rehabilitation Program Reduction in Cable Car Operations	6,620,000	166232	111623 D

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<u>DATE</u>	<u>PURPOSE</u>	<u>AMOUNT</u>	<u>YES</u>	<u>NO</u>
<u>Municipal Railway of San Francisco (Contd.)</u>				
Nov. 3, 1953	Municipal Railway Replacements ("A") Conversions ("B")	3,371,000 2,749,000	93753 95039	99126 D 94672 D
June 8, 1954	Proposition E (Plan B)		92290	80534 C
Nov. 2, 1954	Proposition J (Plan B) Continuance of all Cable Car lines as of January 1, 1954		86393	131761 D

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